

Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

23 June 2021

Sub-Committee of Experts on the Transport of Dangerous Goods

Fifty-eighth session

Geneva, 28 June-2 July 2021

Items 12 and 13 of the provisional agenda

Implementation of the Model Regulations;

Dangerous goods safety training and capacity building

Status of dangerous goods regulations and mandatory training in South Africa

Transmitted by the Responsible Packaging Management Association of Southern Africa (RPMASA)

Introduction and background

1. The purpose of this paper is to provide Sub-Committee with information as per discussions at the fifty-seventh session in December 2020, as recorded in the report under item XIII Programme of Work for 2021-2022, now agenda items 11, 12 and 13:

- (a) Implementation of the Model Regulations, refer clauses 117, 118, and
- (b) Status of dangerous goods safety training and capacity building as referred to in clause 118.

2. The South African National Department of Transport, Roads appointed the South African Bureau of Standards (SABS) in 1989 to draw up National Standards for Dangerous Goods based on the Model Regulations, to allow for seamless import and export of chemicals and products, and, to more easily keep them up to date with the biennial revisions of the UN Model Regulations (Orange Books).

3. The SABS Dangerous Goods Standards were adopted into Chapter VIII of the National Road Traffic Act 93 of 1996 in 2001. The main dangerous goods standards are:

SANS 10228 Classification

SANS 10229 Packaging + SANS 10233 IBC's

SANS 10230 Operational requirements

SANS 10232 Emergency Information Systems – 3 parts,

Part 1 Emergency Information system for road transport

Part 2 moved to SANS 10405 Emergency information for Rail Transport

Part 3 Emergency Response Guide

Part 4 Transport emergency card

Current dangerous goods standards revisions are based on the seventh revision of the Model Regulations. Revisions were drawn up in 2015 for publication in 2016, but were delayed. Revisions currently in progress are only to the 20th revised edition of the Orange Books.

4. As an outcome of the Regulators and Industry experts AN Task Group, the National Department of Transport, Roads has now requested the SA Bureau of Standards to update all its Dangerous Goods National Standards, and to in future keep them up to date:

- (a) to be aligned with the latest revision of the Orange Books, and
 - (b) to include training requirements for all who work with dangerous goods as per Chapters 1.3 and 1.4., and to align with national ICAO and IMO commitments.
5. The SA Civil Aviation participates in the ICAO Dangerous Goods Panel hence are up to date with implementing the latest ICAO and IATA Technical Regulations.
 6. The SA National Department of Maritime Transport has a permanent Representative to the IMO in London and together with the SA Maritime Safety Authority participate in the various IMO Committees, thus are signatory to the various IMO Regulations including the IMDG Code and Cargo Transport Units (CTU) packing Code of Practice.
 7. Training is currently not monitored and enforced except that prescribed for vehicle drivers. With the inclusion of training in all the National Dangerous Goods Standards, this will bring it into law.
 8. Training and records of such training for the various job categories of personnel involved in classification, packing and other aspects of supply chain can then be monitored and enforced.
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